

The Commissioners have ordered that 1,000 men be sworn in to do duty upon election day. The Herald, in announcing this fact, says that "this will practically be the end of the objection," and, as the Herald is one of the most influential organs of Mayor Wood, the remark is to be regarded as in some form official, and likely to be acted upon. We warn Judge Davies, or any other Judge in the City of New-York, against sanctioning a construction of the existing order, or granting a new order, the effect of which may be to strip the people of New-York of their rights, or to render a resort to the military an absolute necessity.

The depth of ignorance and disqualification which characterizes the present Common Council is a very little known to the people. When the Controller, a few weeks ago, sent in his usual installment of stationery, it was not only whispered but openly and jeeringly asserted that to many of the people's representatives the pens and paper were as useless as the fifth wheel of a coach. It may be that the solid ignorance of an Alderman is a valuable qualification; if so, we have any number of Hallelujahs in the City Hall who ought to be advanced to the supervision of Normal Schools. Here, for instance, are copies, as near as we can reproduce them in type, of two documents signed by the Alderman of the Sixteenth Ward, Mr. Peter Fullimer—the man who is to have the regular Democratic and the bogus American nomination for reelection:

New York Sept 1st 1857
The Police Officer will please Let the Balter Thomas Smith have the Body of Sophia Smith to Remove her to his House No 36 North Avenue New York Drowned at the foot 21 Streets Dock and Nately the Coast of the Place you have Read the Bill for the Inquest and will confer a favor on Your Friend
Yours Truly
Alderman 16th ward

N B you will accompany the body to No 36 North Avenue and return supervision over the body
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N B you will accompany the body to No 36 North Avenue and return supervision over the body

If any other Sixteenth Ward Democrat can beat that, let him come forth and claim the nomination.

It is all arranged. Mr. Frank Boole, the incorruptible head of the Wood faction in the Board of Councilmen, and by prescriptive right Chairman of all Committees, is to be Mayor Wood's candidate for President of the next Board of Aldermen. Since his appearance in the Board of Councilmen, Mr. Boole has devoted his entire time to the "interests of the city," as all who are concerned in public business must be aware. This devotion to street duty is variously estimated, some saying it is worth \$30,000 a year in pocket, while others contend it is worth nearly as much out of pocket. However this may be, it is certain that no important act has passed the Common Council, or progressed any considerable degree therein, without having Boole at the head of it, Boole under it, Boole behind it, Boole all over it. No other man has so faithfully earned the honorable post of lieutenant to the hero of the John W. Cater and the Joseph Walker.

THE LATEST NEWS. RECEIVED BY MAGNETIC TELEGRAPH.

FROM WASHINGTON.
WASHINGTON, Wednesday, Nov. 25, 1857.
The statement in *The London Post* to the effect that Sir William Ouseley has a mission to the Government of the United States, is altogether incorrect. He is simply accredited to the Government of Central America, and has come to Washington to consult with Lord Napier and Gen. Cass. The interview between the President and Secretary of State and Sir William Ouseley have hitherto been merely of a ceremonial and friendly character. The object of his mission will shortly be communicated to the Department of State by Lord Napier.

Gov. Walker, from Kansas, arrived in Washington to-morrow being met apart as a day of Thanksgiving, at the Departments will be closed, and no public business transacted.

Much solicitude is felt regarding Gen. Walker's ill-boding movements. The Government, as yet, has received no advice on the subject.

LATER FROM MEXICO.
NEW-ORLEANS, Tuesday, Nov. 24, 1857.
The steamship Tennessee has arrived here from Vera Cruz with dates to the 21st inst., and from the City of Mexico to the 19th.

The country was in a most distracted condition, and another general revolution was impending.

Resolutions were pending between the Revolutionists and General Santa Anna, whom, undoubtedly, they intend for President.

Of the passengers on the Tennessee, there are twenty-three political exiles, and among these are ex-President Silas J. Washington, Col. Romero, and William Moran, editor of the *Extraordinary*, who was imprisoned for publications against the Governor of Zacatecas.

Comanor's fall was considered certain, and it was thought doubtful whether his life would be spared if he remained in the country.

SUSPENSION OF TRULL & BROS.
BOSTON, Wednesday, Nov. 25, 1857.
The Transcript announces the suspension of Messrs. Trull & Bros., liquor dealers, and also largely engaged in the Mediterranean and Smyrna trade. It is thought their suspension will be but temporary, the firm having ample, but not immediately available means.

THE SOUTH CAROLINA BANKS.
CHARLESTON, Tuesday, Nov. 24, 1857.
The Chamber of Commerce of this city has prepared a memorial to the Legislature, asking for the passage of an act to prevent our banks from using the circulation of any bank within the State beyond the limits of the State for discount purposes, and also to prevent the recovery in our State Courts of any notes, exchange, &c., which may have been made payable in other States, for the purpose of a robbing our laws, and exacting illegal discount rates.

THE PROVIDENCE BANKS.
PROVIDENCE, R. I., Wednesday, Nov. 25, 1857.
The following is the statement of the banks of this city to the 23d inst.:

Philadelphia Stock Board.
PHILADELPHIA, Wednesday, Nov. 25, 1857.
Stocks firm. Pennsylvania Live, 80; Reading Railroad 47; Morris Canal 48; Long Island Railroad, 49; Pennsylvania Railroad, 50.

DEATH OF JOSEPH WOODMAN.
LONDON, C. W., Wednesday, Nov. 25, 1857.
An old gentleman named Joseph Woodman, from Boston, stopping at the City Hotel, got up after retiring to bed last night, and in the dark fell down stairs and broke his neck. He died almost immediately.

FIRE AT REISTERSTOWN.
BALTIMORE, Wednesday, Nov. 25, 1857.
The Hannah Moore Female Academy and the Episcopal Church in Reisterstown, fifteen miles distant from this city, were destroyed by fire last night. All the inmates escaped unhurt.

BURNING OF A FERRY-BOAT.
PHILADELPHIA, Wednesday, Nov. 25, 1857.
The ferry steamer Oscar R. Thompson is now burning at her pier at Gloucester Point.

MARINE DISASTERS.
BUFFALO, Wednesday, Nov. 25, 1857.
The schooner Waukena of Buffalo, with a load of wheat, is ashore at Port Jervis.
The schooner Mezeppa went on the Breakwater here during the gale last evening, but received very little damage.
The schooner Europa is ashore a few miles up the bay, with her bottom out.

The schooner Sanderson lies on the beach, fifteen miles up the south shore, but is not much damaged.
The bark David Morris is ashore about Point Albino, and full of water.
All the foregoing vessels were bound to this port.
The schooner Shikana, bound to the Welland Canal, is ashore a few miles above Port Colborne, with six feet of water in her hold.

LOSS OF THE ANTELOPE, CAPTAIN AND FOUR SEAMEN.
CHICAGO, Thursday, Nov. 25, 1857.
The schooner Antelope, which left here last week with a cargo of wheat for Oswego, was blown ashore at the mouth of the St. Joseph river on the night of the late severe gale, and with her cargo was totally lost. Capt. Budd and four of the seamen were frozen to death.

THE LOST IN THE RAINBOW.
CINCINNATI, Wednesday, Nov. 25, 1857.
The following are the names of more of the lost passengers of the steamer Rainbow:
Mr. McGiffin of Kentucky; three children of Mrs. Whitaker of Virginia; Mrs. Westly and child of California; one boy of California; and three lady passengers, names unknown; the third and fourth cooks; William Rochester and E. Prather, stewards; three deck hands and three colored boys, names unknown; Mr. Leake of Arkansas; Mr. Ingraham of New Orleans; and Miss Farick and Mr. Bradstreet of West Point.

THE WEATHER.
OSWEGO, Wednesday, Nov. 25, p.m.
The weather here to day has been very cold. There have been no arrivals or clearances by Lake.
BUFFALO, Wednesday, Nov. 25, p.m.
Weather calm and clear and cold. The harbor is still partially open but the canal is closed.

ALBANY, Wednesday, Nov. 25, p.m.
The weather is growing colder, and there is quite a severe frost.
CINCINNATI, Wednesday, Nov. 25, p.m.
The weather here is clear this evening, and the thermometer stands at 21° above zero.

There is 9 feet of water in the channel of the river at this point, and the water is falling.

THE WEATHER HERE TO DAY HAS BEEN COLD AND BLUSTERING. The thermometer this evening is down to 20°.

COLLINGWOOD, C. W., Nov. 25, 1857.
The ice in this harbor is two inches thick.

The steamer Canada may have her last trip up Owen Sound on Saturday the 28th inst.

THE WEATHER HERE IS CLEAR AND COLD. The canal is so frozen over that boats cannot move. In the harbor there is considerable ice, and vessels experience a great deal of difficulty in moving about.

PERSONAL.
—James G. Birney, who died at Eagleswood, Perth Amboy, yesterday morning, at the age of 65 years, has been suffering during the past twelve years from attacks of paralysis, which has recently been complicated with heart disease, and aggravated by the infirmities of old age.

Mr. Birney was born at Danville, Ky. in 1793. He graduated at Nassau Hall, New Jersey, and studied law with Mr. Dallas in Philadelphia. At the age of 25 he became a planter in Alabama and the owner of thirty-five slaves, but soon afterward entered upon the practice of his profession again at Huntsville, Ky. Early in life Mr. Birney became interested in the Anti-Slavery movement, and not only freed his own slaves, but induced his father to make such a disposition of his estate as to leave him his twenty-one slaves, when he set them free at once. In 1834 he attempted to start an Anti-Slavery newspaper in Kentucky, but finding it impossible to procure printers there, commenced its publication in Ohio, where it excited the most violent hostility. In 1841, when living in Michigan, he became the "Liberty Party" candidate for the Presidency, and has been thought by the friends of Mr. Clay to have largely contributed to his defeat. Since that time the public have rarely heard of him; but he has continued to be the center of a circle of ardent friends. That his youngest son might enjoy the advantages of Mr. Theodore Weld's school, and that he might be nearer the friends of the reform which he had much at heart, he removed to New-Jersey. Mr. Birney has been twice married. His second wife, who was a sister-in-law of the Hon. Gerrit Smith, survives him. As a reformer James G. Birney had none of that rancor and bitterness which sometimes disfigure the advocacy of a noble cause. His character was singularly pure, and his reputation is without a blemish. Mr. Birney's funeral will take place at Eagleswood to-morrow at 11 o'clock.

—The Washington Star of the 24th contains the rumor that ex-President M. B. Lamar of Texas is likely to be sent as Minister Resident to Nicaragua by the late President.

—Mr. Farnsworth of Chicago, representative elect to the XXXV Congress, will be unable, in consequence of illness, to take his seat in the House until after the holidays.

—The venerable Alexander Nisbet, for many years an associate Judge, and subsequently Chief Judge of the Criminal Court of Baltimore City, died at his country seat, Ellengowan, in Baltimore County, on Sunday night.

—We are informed, says *The Union*, that Señor Don Napoleon Escalante and Señor Don Luis Molina were yesterday introduced to the President by the Secretary of State, and delivered their credentials as Envoys Extraordinary and Ministers Plenipotentiary of the Republic of Costa Rica to the Government of the United States.

—The Washington correspondent of *The Baltimore Sun* confirms the rumor that Senator Sidel will probably be the next Minister to France.

—The greatest actor of Scotland died the other day at 71 years of age, in Edinburgh. Mr. Mackay was famous for his impersonation of the Scotch characters in the Waverley Novels, particularly of Baillie Nicol Jarvie in Rob Roy, whom he presented to the entire satisfaction of Sir Walter Scott, who said that "it was the living Nicol Jarvie; concise, pragmatic, cool, cautious, generous, proud of his connection with Rob Roy, frightened for him at the same time, and yet extremely desirous to interfere with him as an 'adviser'."

The Cleveland Plaindealer says, the Free Lovers of Berlin Heights, who have been on trial several days at Sandusky, Ohio, have been broken up. Mrs. Lewis, who was enticed away from her home in New-York by Mr. Tyler, has gone back with her husband; the balance are in jail, under bonds, or pledged to leave the country for their country's good.

THE SWINDLING CASE.—After having been under arrest forty-eight hours, with no specific charge against them, the names of Adolphus G. Wells, Webster Haddell and S. P. Chamberlain were called at the Recorder's Court yesterday morning, as participants in the Haddell swindling operation. Previously, however, by request of Mr. Charles Pierce, a member of the Boston firm, which claims to have lost \$100,000 Chamberlain had been released. Mr. Wells appeared in court for the other two. The prosecution made a motion for a postponement of the examination till to-day, which was granted. [St. Louis Repub., 21st.]

A REQUIEM FOR ISRAEL DECLINED.—We learn from *The Windsor Herald*, that the Hon. Colonel Prince has lately repeated an offer which he made the Imperial Government in 1854, to receive a regiment for the Jews, who were both Lord Palmerston and Palmer. From the former he received an answer saying that the War-Office would reply to his communication, and from the latter, a refusal of his offer, with thanks for making it. No reason for this refusal is assigned.

THE UNDERGROUND RAILROAD.—The *Sprague Journal* of Thursday, says, thirty-one passengers by this road have arrived at this city the present month, and have been provided for. Two arrived on Wednesday evening. One of them was as white as anybody, and nobody could suspect his African descent. He was from Columbus, South Carolina. He fled from a master who owned eight hundred slaves, because his sister was whipped to death by him. The other was a native of Alabama, who had been sold to Virginia, where he escaped.

THE GREAT STORM.

THE CLEVELAND'S NARROW ESCAPE FROM WRECK.
From *The Milwaukee Sentinel*.

Our fellow-citizen, Mr. J. Ladue, who was on board the Cleveland, when she returned to Chicago by railroad yesterday, furnished us with some official particulars. The Cleveland left Green Bay on Tuesday, and made good weather till Wednesday evening, when it began to snow. She was then off Port Washington, and after landing there the gale suddenly came up, the water rising fast, and the weather growing very thick. Not fanning a leaf here in so threatening a night, the Captain put out into the Lake. The gale hourly increased in violence, and by midnight the sea was terrific. About 2 a.m. on Thursday a coming wave carried away part of the wheel-house, saloon, &c., and ripped up some of the deck planking.

Each successive sea now broke over the steamer, the water rose in the hold, the fires were put out, and she lay at the mercy of the elements. All hands, passengers and crew, were ordered up to man the pumps and bail for their lives. The order was promptly and cheerfully obeyed, and from 2 o'clock Wednesday morning until after mid-day, they labored incessantly, but without gaining upon the water. Shortly after noon, however, the gale once more succeeded in starting a fire in the engine room, and the engine stopped. With the aid of the steam they headed for shore and kept on bailing in the midst of this terrible storm. About 3 p.m., they espied, much to their gratification and delight, a chimney which proved to be in Chicago. At 6 o'clock the steamer reached her dock.

Once or twice during the gale all hopes of ever reaching shore were given up, and a list of the passengers on board was prepared by two captains to throw overboard. Happily, so terrible a calamity was averted.

In the midst of the undimmed courage displayed on every hand, shines still brighter the courage of a woman, who was one of the passengers, the brighter as it stands in contrast with the sheer cowardice of a craven-souled man who was aboard. That man was a Frenchman and not an Englishman, as is stated yesterday. He absolutely refused to work, when a woman, which should have brought a burning blush of shame upon his cheeks, if he was possessed of any manhood, stepped forward and volunteered to take his place. That woman's name was Miss E. W. Richard of Milwaukee.

The passengers, however, would not allow her to work. Her noble behavior upon this occasion won for her the admiration and esteem of every one on board, while the conduct of the Frenchman provoked just the opposite, and we should not have blamed the crew if they had taken upon him as a second Jonah aboard their noble craft.

THE MONONGAHELA BELLE EXPLOSION.

From *The Louisville Courier*.

Our citizens were astounded this evening by the intelligence that the Monongahela Belle, a small steamboat running between Columbus and the Coal Mines, had blown up.

The Monongahela Belle is owned by Wm. & John Nelson of Hickman. When at about noon of to-day (Saturday), as she was ascending the river quietly and regardless of danger, her starboard boiler exploded, blowing John Nelson from the hurricane deck down into the river, and he was struck just above the eye by a piece of iron kettle from the cook room, leaving an irreparable impression.

The cook was blown from the cook room into the river, and was rescued from a watery grave by the life boat.

Two of the firemen (white men) were so dreadfully scalded and blackened, that it was difficult for some time to determine whether they were white or black.

W. Nelson, who was on the wheel, escaped unhurt. The Belle, which was every minute sinking, was saved by the officers rendering every assistance in their power to render their condition comfortable.

The cook and firemen were taken on board of the E. H. Fairchild, lying at Hickman, and carried on to the hospital at Paducah.

Mr. Nelson is a native of Columbus, and has been in the coal business since 1837. The coal mined on November 27, but remained and remained available till December 28. A very large amount of produce is now on its way.

Advice has been received from Syracuse, Fort Plain, Utica and Lyons, stating that the canal was frozen thick at those points. Ice breakers are busily engaged in attempting to break a passage through, but the weather continues too cold to allow a hope of success.

Navigation is entirely suspended here, and this morning boys are skating on the ice. The weather is very cold, and gives little prospect of further navigation this season. A large number of boats are now in the Cayuga Marsh, and along the canal between here and Buffalo.

CLOSING OF THE BEAUMARQUIS CANAL.
MONTREAL, Ca., Wednesday, Nov. 25, 1857.

The weather here is very cold, the thermometer this morning marking 11° above zero. The Beauharquis Canal has been frozen over, and its navigation is stopped for the season.

SOCIETY FOR THE RELIEF OF WIDOWS AND ORPHANS OF MEDICAL MEN.

The fifteenth annual meeting of this Society, for the relief of widows and orphans of medical men, was held yesterday afternoon at the residence of Dr. J. C. Wood, President, at No. 100 West Fourth Avenue and Twenty-fourth Street. Dr. Isaac Wood, President, in the chair. After the reading and approval of the minutes of the several meetings which have been held during the past year, the Society proceeded to ballot for officers, when the present incumbents were re-elected as follows: Dr. James Anderson, G. P. Camman, and H. D. Binkley, Vice-Presidents; Dr. Edward L. Beadle, Treasurer, and Dr. John G. Adams, Glean Carter, J. W. G. Clements, Abraham Dubois, Joel Foster, James Linsley and Wm. McKee, Managers. Dr. Wood made a few remarks of congratulatory nature, and of grateful thanks for the recognition and acknowledgment of confidence manifested by the Society, and his intention to use his endeavors to discharge his duties faithfully the ensuing year.

The Secretary then observed that inasmuch as it had been decided not to have an annual meeting of the Society on account of the present financial embarrassment, he would treat the Society with the following gratifying statement relative to its affairs:

The Society was instituted in 1842 and the funds now amount to \$2,151 25, of which \$1,230 25 is invested in mortgage, \$500 00 in bonds, and \$421 00 in cash. The Society is indebted to the United States Trust Company for the mortgage on New York State 5 per cent. bonds, redeemable in 1873 which were bought in October last, and will net the Society 15 per cent on the investment.

The receipts for the year were \$3,231 13, derived from the following sources:

Interest on mortgage \$1,430 00
Dividends on bonds 1,765 00
Donations 50 00
Total \$3,245 00
Disbursements for the same period \$2,175 00
Within the last year 24 members have been elected, of these 9 were for life, the remainder for one or two years; the members number 111.

The meeting then adjourned.

BURNING OF A STEAMBOAT.—A steamboat supposed to be the Great Thompson, was seen on the river just off the wharf at Gloucester about 1 o'clock p.m. We have had no means of procuring information relative to the cause or the extent of the disaster, owing to the distance, and the proximity of the occurrence to the time of our going to press.

2 1/2 o'clock p.m.—We have ascertained that the name of the boat at Gloucester, which was laid up at Gloucester for the winter, she is a total loss. The flames communicated to the ferry slip, and, at the time we go to press, it is still burning. The loss cannot be less than \$30,000. [Pills. Evening Journal, 25th.]

IMPORTANT RAILROAD SUIT—VERDICT SET ASIDE.
A case of some importance was tried at Worcester last week before the Hon. Judge of the Circuit Court of Virginia. It was that of a suit brought by James O. Hawley, a brakeman on the Baltimore and Ohio Railroad, against that Company, for damages for injuries received while doing duty upon the road, from the loss of a finger, caused by the negligence of a fellow-employee. The case was ably contested on both sides, and elicited unusual interest on account of the principles involved. The Hon. Andrew Hunter and James S. Wheat, esq., appeared for the Company, and the Hon. Mr. Russell and others for the plaintiff. The jury, after trying the evidence, returned a verdict awarding \$5,000 damages to the plaintiff. We learn that Judge Thompson has set aside the verdict of the jury, both upon the law and upon the testimony, and is a review of the case, has granted a new trial.

SALE OF PAINTINGS AT BLENHEIM.—The sale at Blenheim, on Tuesday and Wednesday, by N. H. Belknap, on Tuesday and Wednesday, by N. H. Belknap, was well attended. From the high prices paid for the paintings, crops and stock, we feel warranted in saying the people of Albemarle, at least, have not felt the pressure of the hard times. A number of valuable paintings, including a portrait of a lady, were sold for \$1,000. A full-length portrait of George Washington, by Mears, presented to Mr. Stevenson while Minister to England by Marshal Soult himself, brought \$1,150. The paintings alone brought \$1,900. [Charlottesville (Va.) Advocate.]

THE STORM ON LAKE MICHIGAN.
Correspondence of *The Detroit Tribune*.

It is snowing hard here. Nearly all the vessels that left here last week have run back, except those that are lost. Most of them are on the beach. The Flying Cloud from Cleveland went ashore yesterday morning here—a total loss. Seven men were frozen to death. She left here last Saturday, and was driven down by a heavy sea. The vessel was driven down by a heavy sea. The vessel was driven down by a heavy sea.

The tug McQuinn was driven down by the gale, and after two days has been engaged in bringing in the schooner Cape Horn, which had hoisted a signal of distress. The crew were badly frost-bitten.

the exception of the loss of her mainboom, she was a light. Last night she lay on the beach, with a cargo of lumber. She was bound to Milwaukee, and could not reach that port, and right were badly torn. The brig Hampton and the schooner Minnesota are ashore on the east side of the lake. The former is reported as going to pieces; both crews were saved. The brig Morgan and schooner Nappanee, bound from Chicago for Buffalo, were wrecked on the shore of Lake Erie, on the night of Wednesday night near the Mackinac, and had to go before it. The rigging and deck of both vessels were covered with ice. The Nappanee lost her small boat, but no damage was sustained by vessels or cargoes.

THE DEPTH OF SNOW.

From *The Rochester American*.
Snow fell quite freely here, but it soon melted, and left the sidewalks in such a state as to make it quite difficult for pedestrians to walk. At 12 H. Buffalo, on the Central Road, the snow ranges from the depth of twelve to twenty inches. The drifts in some places are eight feet deep. The trains are not materially hindered. At Lockport a further West the storm has been very severe, and the snow is quite deep.

THE CANALS FREEZING UP.

From *The Albany Journal*, Nov. 25.

Forwarders in this city this morning received dispatches from their agents in Schenectady and Utica to the effect that the canal was frozen over at both places, and that boats could not be moved on account of the ice. From this city to the Aqueduct, canal navigation is interrupted. It is as usual the last place that freezes up.

This morning the last night's Registering Thermometer marked five degrees above zero at the residence of Joel W. Andrews, No. 12 H. Buffalo, the weather being calm, and the thermometer was at 30.4 inches. Weather clear; high wind N. W. The cold weather of to-day will doubtless close the canal at this end. At the western end it was closed last night.

At Rochester the canal is icy, and boats are fast. There is a good deal of produce afloat. The canal has "shot up" within twenty-four hours.

At Lockport the canal is frozen stiff, and the fleet of boats is tied up securely.

At Pendleton, ten miles east of Tonawanda, yesterday, boats were moving, but the water was full of snow.

At Brockport boats were passing; but there was much obstruction from snow and slush, and last night's frost turned the slush into ice.

The St. Catharines Post says the snow has fallen to the depth of a foot or more at that town, and that the canal is frozen. The canal is entirely stopped by ice. Twenty vessels, bound for Lake Ontario, are lying at Port Colborne.

At Buffalo the canal is frozen, and the creek is full of floating ice.

The following dispatches have been received to-day by the Auditor:

To the Hon. N. S. Benton: "Cincinnati, Nov. 25, 1857. The Hon. N. S. Benton: I have just received from the morning. Boats now moving slowly."

To N. S. Benton: "Focus up on my opinion. Broke ice yesterday six inches. Had on twenty-seven horses to low last night going West."

[By Telegraph.]
ALBANY, Wednesday, Nov. 25, 1857.

About midnight a very severe and sudden change took place in the weather here; the wind changed from the north-west to the north-east, and the thermometer falling rapidly. This morning the mercury marked 11° above zero. The change appears likely to defeat the hopes entertained of keeping the canal open two weeks longer between here and Rochester, and of the resumption of navigation.

Unless the weather changes or moderates canal navigation may be considered virtually suspended, although some portions of the canal are still free from ice. Only twice before, in the years 1838 and 1845, has navigation been closed so long.

The canal closed on the 25th of November. In those years it closed on the 25th of November. In those years it closed on the 25th of November.

On November 27, but remained and remained available till December 28. A very large amount of produce is now on its way.

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IMPORTANT RAILROAD SUIT—VERDICT SET ASIDE.
A case of some importance was tried at Worcester last week before the Hon. Judge of the Circuit Court of Virginia. It was that of a suit brought by James O. Hawley, a brakeman on the Baltimore and Ohio Railroad, against that Company, for damages for injuries received while doing duty upon the road, from the loss of a finger, caused by the negligence of a fellow-employee. The case was ably contested on both sides, and elicited unusual interest on account of the principles involved. The Hon. Andrew Hunter and James S. Wheat, esq., appeared for the Company, and the Hon. Mr. Russell and others for the plaintiff. The jury, after trying the evidence, returned a verdict awarding \$5,000 damages to the plaintiff. We learn that Judge Thompson has set aside the verdict of the jury, both upon the law and upon the testimony, and is a review of the case, has granted a new trial.

SALE OF PAINTINGS AT BLENHEIM.—The sale at Blenheim, on Tuesday and Wednesday, by N. H. Belknap, on Tuesday and Wednesday, by N. H. Belknap, was well attended. From the high prices paid for the paintings, crops and stock, we feel warranted in saying the people of Albemarle, at least, have not felt the pressure of the hard times. A number of valuable paintings, including a portrait of a lady, were sold for \$1,000. A full-length portrait of George Washington, by Mears, presented to Mr. Stevenson while Minister to England by Marshal Soult himself, brought \$1,150. The paintings alone brought \$1,900. [Charlottesville (Va.) Advocate.]